

105767

July 15, 2000

Letter sent to-day
DEPT. OF TRANSPORTATION
DOCKETS
00 AUG 18 PM 1:19
8-15-2000

U.S. Department of Transportation
Dockets 2000-7479-73
400 Seventh Street, S.W., Room Plaza 401
Washington, DC 20590

Dear Sir or Madam:

These comments will focus on proposed regulations concerning public charter operations. In 1996, Congress limited scheduled passenger service operations at uncertificated airports, such as Centennial Airport, to aircraft with 9 passenger seats or less. This change was intended to ensure that passenger flights were limited to airports equipped to handle passenger air crashes.

Congress recently, through legislation, extended the 9 passenger seat limit to public charter companies, which would operate under a regular schedule. Section 723 of Public Law 106-181 amends 49 U.S.C. § 41104 as follows:

(b) SCHEDULED OPERATIONS

- (1) IN GENERAL** – An air carrier, including an indirect air carrier, which operates aircraft designed for more than 9 passenger seats, may not provide regularly scheduled charter air transportation for which the general public is provided in advance a schedule containing the departure location, departure time, and arrival location of the flights to or from an airport that is not located in Alaska and that does not have an operating certificate issued under Part 139 of Title 14, Code of Federal Regulations (or any subsequent similar regulations).
- (2) DEFINITION** – In this paragraph, the term “regularly scheduled charter air transportation” does not include operations for which the departure time, departure location and arrival location are specifically negotiated with the customer or the customer’s representative.

Section 723 was adopted to close a loophole for small commuter carriers claiming charter status to avoid the earlier limits on scheduled passenger service at uncertificated airports.

The draft rules published by the Federal Aviation Administration (“FAA”) to implement these changes simply do not do the job. The draft rules completely exclude “small” scheduled air charter operations from the requirement that they operate only at certificated airports. The term “small” aircraft includes most commuter aircraft between 10-30 passengers.

The federal law applies to all charter operations, both large and small. The revised rules must be changed to acknowledge that all public charter operations using aircraft with more than 9 passenger seats that operate under a schedule cannot operate at an uncertificated airport. The FAA should not ignore Congress’ direction, and should not compromise public safety. We ask that the rules be changed to conform to the law. Please include these comments as part of the Notice of Proposed Rulemaking for the above docket.

Thank you for the opportunity to make these comments.

Respectfully yours,

Cristina Allard

July 15, 2000

14282 E. Calhoun
Aurora, CO 80016
DEPT. OF TRANSPORTATION
100 AUSTIN BLVD
1:19

U.S. Department of Transportation
Dockets 2000-7479
400 Seventh Street, S.W., Room Plaza 401
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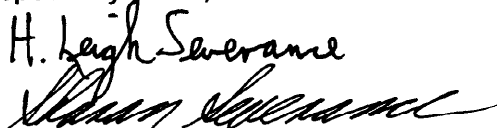
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Respectfully yours,

H. Leigh Severance


July 15, 2000

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DOCKET DEPT. OF TRANSPORTATION
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00 AUG 18 PM 1:03

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Julie Gorman
21861 Silver Meadow Ln
Parker Co 80138

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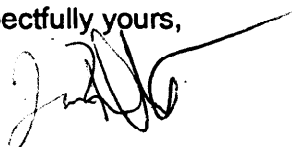
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Thank you for the opportunity to make these comments.

Respectfully yours,

*Perce
Brilliant*

*Consideration must also be
given to the neighborhood children
who are in FOUR local schools
that the flight pattern currently
flies over.*

Nat & Renata Stein
11632 E. Lake Avenue
Englewood, CO 80111

August 13, 2000

U.S. Department of Transportation
Dockets 2000-7479
400 Seventh Street, S.W., Room Plaza 401
Washington, DC 20590

DEPT. OF TRANSPORTATION
DOCKETS
00 AUG 18 PM 1:20

Dear Sir or Madam:

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The draft rules published by the Federal Aviation Administration to implement these changes simply do not do the job, in my opinion. The draft rules completely exclude “small” scheduled air charter operations from the requirement that they operated only at certificated airports. The term “small” aircraft includes most commuter aircraft between 10 – 30 passengers.

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Renata and Nat Stein

August 14, 2000

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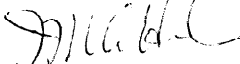
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JEFF C. HELLER
6124 EAST PEAKVIEW PLACE • ENGLEWOOD, COLORADO 80111-4326
PHONE (303) 773-3938 • FAX (720) 221-1771
E-MAIL TRIUMPH70@AOL.COM

Mr. Alfred L. Griebling
7168 S Poplar Ln.
Englewood, CO 80112

July 15, 2000

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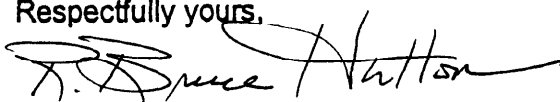
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Mary L. Pope

July 15, 2000

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Washington, DC 20590

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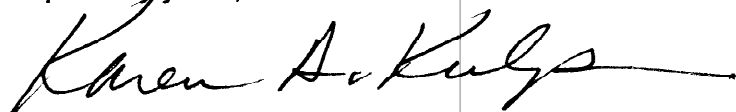
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Thank you for the opportunity to make these comments.

Respectfully yours,



July 15, 2000

DEPT. OF TRANSPORTATION
DOCKETS

00 AUG 18 PM 1:20

U.S. Department of Transportation
Dockets 2000-7479
400 Seventh Street, S.W., Room Plaza 401
Washington, DC 20590

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Julia Mark. Pizer
16361 E. Winkler Dr
Laurie CO 80055

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Handwritten signature:
G. S. Dando
Department of Transportation

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July 15, 2000

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Mr. & Mrs. C. Edward Hockom
6051 S. Emporia Circle
Englewood, CO 80111

U.S. Department of Transportation
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400 Seventh Street, S.W., Room Plaza 401
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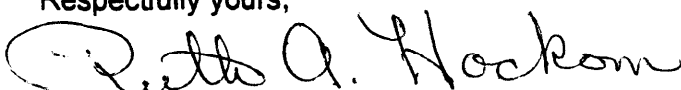
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July 15, 2000

DEPT. OF TRANSPORTATION
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Wiss
10886 E. Berry Ave.
Englewood, CO 80111
303-220-5868

U.S. Department of Transportation
Dockets 2000-7479
400 Seventh Street, S.W., Room Plaza 401
Washington, DC 20590

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Respectfully yours,

Barbara A. Wiss

July 15, 2000

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Respectfully yours,

Floyd H. Miller
Rosanne E. Miller

Mr. Floyd H. Miller
7580 S. Rosemary Cir.
Englewood, CO 80112

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THE "LIGHT" AIR TRAFFIC IS SHAKING THE RAFTERS NOW!
Thank you for the opportunity to make these comments.
WE DO NOT HAVE A/C BUT MUST CLOSE WINDOWS TO TALK TO EACH OTHER
Respectfully yours,
Angelo M. Scavone
Mary Scavone
5516 S. Havana Court
Englewood, CO 80111

July 15, 2000

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Ronald P. Ruchas

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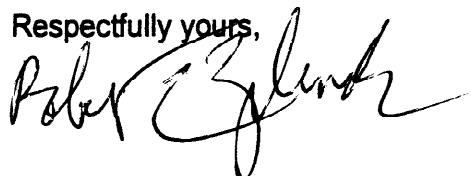
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Monica A. Dazio

Dazio
8016 S Quince Way
Englewood, CO 80112

July 15, 2000

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Congress recently, through legislation, extended the 9 passenger seat limit to public charter companies, which would operate under a regular schedule. Section 723 of Public Law 106-181 amends 49 U.S.C. § 41104 as follows:

(b) SCHEDULED OPERATIONS

(1) IN GENERAL – An air carrier, including an indirect air carrier, which operates aircraft designed for more than 9 passenger seats, may not provide regularly scheduled charter air transportation for which the general public is provided in advance a schedule containing the departure location, departure time, and arrival location of the flights to or from an airport that is not located in Alaska and that does not have an operating certificate issued under Part 139 of Title 14, Code of Federal Regulations (or any subsequent similar regulations).

(2) DEFINITION – In this paragraph, the term “regularly scheduled charter air transportation” does not include operations for which the departure time, departure location and arrival location are specifically negotiated with the customer or the customer’s representative.

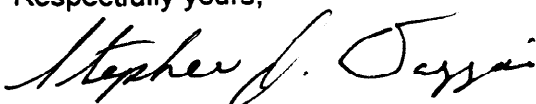
Section 723 was adopted to close a loophole for small commuter carriers claiming charter status to avoid the earlier limits on scheduled passenger service at uncertificated airports.

The draft rules published by the Federal Aviation Administration (“FAA”) to implement these changes simply do not do the job. The draft rules completely exclude “small” scheduled air charter operations from the requirement that they operate only at certificated airports. The term “small” aircraft includes most commuter aircraft between 10-30 passengers.

The federal law applies to all charter operations, both large and small. The revised rules must be changed to acknowledge that all public charter operations using aircraft with more than 9 passenger seats that operate under a schedule cannot operate at an uncertificated airport. The FAA should not ignore Congress’ direction, and should not compromise public safety. We ask that the rules be changed to conform to the law. Please include these comments as part of the Notice of Proposed Rulemaking for the above docket.

Thank you for the opportunity to make these comments.

Respectfully yours,



Dazio
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